

MADO, German str., 771.
 MANN, 2nd Oct. Sunday.—W. HEDD & CO.
 MARYATT, British str. 1864. W. Ward,
 Arang 29th Sept., Sugar.—JARDINE,
 HENSON & CO.
 MATHIAS, Danish str., 307. C. A. Strand,
 6th Oct., General.—A. R. MAREY.

CLEARANCES.
 HENRY HARRISON MASTER'S OFFICE.
 2nd Oct. 1864.

BARK, str. for Amoy.
 BARR, Jap. str. for Ujima.
 B. Gorman str. for Shanghai.
 B. British str. for Bangkok.
 B. British str. for Swatow.
 B. str. for Nagasaki.
 B. British bark, for Batavia.
 B. Norw. str. for Katchinotou.

DEPARTURES.
 CHUYEN, Chinese str. for Canton.
 FUSHY, Chinese str. for Canton.

CHRISTENSEN, Norman str. for Saigon.
LYERNER, G. H. str. for Shanghai.
MORSE, J. H. str. for Bangkok.
PESU, A. M. str. for San Francisco.
RECORDE, British str. for a cruise.
PANTALAS, British str. for London.
PANTALAS, British str. for Swatow.

PASSENGERS.
ARRIVED.
Yarnow, str., from Coast Forts.—Capt.
Yueh-shi, str. from Shanghai.—Messrs. T.
S. K. Chai, China, and Sir
Rosetta, str. from Shanghai for Hong-
Kong. Messrs. Burns & W. Randall, and J. M.
—for Singapore.—Mr. Chin Fook Chi.
Lambay.—Mr. J. J. Moses. For London.
—and Mrs. Wilson and 3 children, Lieut.
— and Mr. J. Empress of China, str. from Vancouver,
and Mrs. Beattie and 2 children. Dr.

[illegible]

Visitors at Hotels.
HONGKONG HOTEL.

Mr. Allen	Mr. & Mrs. Lapralle
Mr. G. Allen	Mr. H. Leaf
D. Balbes	Mr. H. J. Look
E. Balbes	Miss E. Lozmann
W. Balbes	Mr. J. H. Martin
W. Bord	M. L. Martel
W. J. Cantor	Mr. A. Mannucci
W. Mrs. Clark	Mr. and Mrs. C. Mooney
W. Cravath	
W. H. Dillon	Mr. J. M. Moses
W. R. Donisthorpe	Mr. J. W. E. Oliver
D. Donisthorpe	Mr. & Mrs. Palmer
C. H. E. Dudley	Mr. W. P. Palmira
W. A. Duff	Mr. W. Parfit
D. Dussuto	Mr. W. J. Parker
W. Engelenburg	Mr. A. H. Rennie
W. Everett	Mr. S. J. Reach
A. Fair	Mr. & Mrs. R. T. Rogers
W. H. Fawcner	Mr. C. Roche
	Mr. S. Sargent

Mr. A. F. Fisher	Mr. A. Schinner
Mr. J. C. Fernandes	Mr. & Mrs. E. C. Shaw
H. K. K. & Sons	Mr. Geo. W. Shaw
Pong & family	Mr. L. E. de Silva
Mr. T. Goodall	Mr. L. Siron
Mr. Granelle	Mr. M. J. D. Stephens
Mr. & Mrs. Greenlee	Miss J. Sumner
Mr. & Mrs. Greenlee	Mr. D. Syne
W. H. Greenlee	Mr. C. D. Tenny
W. F. Hall	Mr. & Mrs. J. F. Thomas
C. Harris	Mr. L. D. Thomas
P. Hastings	Mr. W. W. Tredd
Mr. & Mrs. J. R. Herods	Mr. von Uffel
J. J. Hine	M. K. Uwechui
Mr. H. Holde	Mr. W. Walker
Mr. & Mrs. J. H. Holten	Mrs. T. G. Wallington
W. J. Hubbard	Mr. James Watson
U. H. Hunt	Hector Waylett
Mr. & Mrs. Jack	L. Webster
Morton Jones	G. G. Wilder
Mr. J. W. Kingston	Mr. G. S. Willis R.N.

Mrs. A. M. Horler.

Mr. & Mrs. Horler	Mr. & Mrs. Kiril & child
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[illegible]

COMMODITY DOCK.

TO-DAY
Meeting of Kiohok Mark Lodge, at 9 p.m.


HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

FROM OCTOBER 16TH, 1894, UNTIL
FURTHER NOTICE.

WEEK DAYS.	
From 10.30 a.m. to 10.30 a.m.	Every quarter of an hour.
1.30 a.m. to 12.30 p.m.	Every half hour.
2.30 p.m. to 2.30 p.m.	Every quarter of an hour.
3.45 p.m. to 8.00 p.m.	Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m.	From 9.45 p.m.
to 11.15 p.m. every half hour.	
SUNDAYS.	
Extra Night cars at 11.30 and 11.45 p.m.	

SUNDAYS.
 10.30 a.m. and 10.40 a.m. Every quarter of an hour.
 Noon to 2 p.m. Every quarter of an hour.
 2 p.m. to 8 p.m. Every quarter of an hour.
 Night cars from 8 p.m. to 11 p.m., every half hour.

JOHN D. HUMPHREYS & SON, 
 General Managers.
 Hongkong, 13th October, 1894. [2053]

INTIMATION.

A. S. WATSON & CO., LIMITED

VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS.

With HINTS FOR GARDENERS have been issued and can be obtained on application.

Our Seeds are all tested before being put up in London.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER only, and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain their full size, vigor, and beauty.

Sold in Tins containing 10 lbs. each... \$1.75. 25 lbs. each... \$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS" LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 12th August, 1895.

[20]

NOTICE TO CORRESPONDENTS.

Our communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour they are not supplied.

Telephone Address: Press, P.O. Box 20. Telephone No. 12.

MARRIAGE.

At Church of St. James, Hongkong, on 27th inst., MARY, daughter of the late BUCHANAN KIRKWOOD, of Glasgow.

[1094]

The Daily Press.

HONGKONG, OCTOBER 27th, 1895.

While British merchants and manufacturers are eagerly seeking new markets British shipowners are busy transferring old established trade connections from British to foreign ports and giving foreign merchants and manufacturers advantages over their British rivals. A great outcry is raised if preferential rates of duty are accorded to Chinese junks as against foreign shipping on the Canton River; but British shipowners have themselves no hesitation in according foreign shippers preferential rates of freight, which appears no less inequitable, besides being more short-sighted, for the Native Customs at Canton are at least fighting for what they believe to be their own and their nationals' interests, whereas the British shipowner is working for alien interests in return for pecuniary advantages which at best can be but temporary, for when their policy has worked itself out and the bulk of the overseas trade has been transferred from England to the Continent British shipowners will be allowed but a small share in the carrying of it. It is to British trade that British shipowners must chiefly look for employment, and to assist in throttling British trade for a merely temporary advantage is a suicidal policy to pursue. How the arrangement works from this end may be gathered from the following extract from Messrs. WELCH, LEWIS & CO.'S Shanghai trade report:—

"The Steamer Conference as at present worked is adverse to the trade with London. In Hankow the steamer *Platynus* was loading for London at £2 10s a ton of 40 cubic feet, while the *Onyx*, belonging to the same line, was loading for Odessa at 'about half the money. Steamers are now on the berth for New York at £1 15s, while the rate to London is maintained at £2 10s. Fifteen shillings a ton on ten costing £15, on 15 means 6 to 8 per cent. on the lay down cost, besides which the export demand in London is lessened, and the market there loses valuable support." Similar arrangements prevail at other end, both in respect to the trade with China and that with Australia. For instance, paper manufactured on the Continent will be carried by British steamers from Continental ports to Australia at lower rates of freight than paper manufactured in England. British paper manufacturers consequently find it to their interest to establish manufacturing on the Continent, thereby depriving the British workman of employment and giving it to foreigners. The hostile rates of freight which British shipowners are imposing on British trade are in fact becoming a more serious item in the calculations of the British manufacturer than the hostile tariff of foreign countries. For

the time being the shipowner may be making profits by the extraordinary course of action he pursues, but the policy is no more enlightened than that of a farmer who should accept a contract to divert from his own property a stream on which his fields were dependent for irrigation.

The silk of the *Chienyang* of India was delivered in New York on the 26th inst.

There were 2,166 visitors to the City Hall Museum last week, of whom 161 were Europeans.

The steamer *Chienyang*, from Calcutta and Straits, left Singapore for this port on the 26th inst. at 5 p.m.

The steamer *Chienyang*, from Antwerp, London, and Straits, left Singapore for this port on the evening of the 26th inst.

The O. and N. steamer *Gaio*, with mails, left San Francisco for this port via Yokohama and Nagasaki on the 26th inst.

The N. C. Daily News understands that land has been secured for the International Cotton Mill at Shanghai on the opposite side of the river, near the Yangtze Point.

The Japan Mail of the 26th September says:—The *Delia* had been now about 20 feet off the shore, and if wind should continue to blow, the ship would be lost in about five days.

With reference to the sale of Craig Rye mentioned in a recent issue, we are informed that the property has recently changed hands, but that the purchasers are not the War Department nor any one connected with Her Majesty's forces.

A Russian named Charles Little boarded the *Coptic* at San Francisco as a stowaway, and succeeded in coming through to Hongkong. He was given into custody and at the Police Court yesterday he was ordered to be stowed away in the goal for a fortnight.

The British North Borneo Herald says:—A sample of Diamantina was picked last month at Long Diaw after being subject to two or three days' rain when ripe; the sample was sent to Hongkong and is reported as being of fine quality, long staple, very clean, free from seeds, and of good colour. It is valued at \$183 per picul as against a quotation at the same date of China cotton at \$124 and Indian at \$114 to \$116.

A Berlin telegram in the Canadian papers states that the German Ministry of Finance has decided to immediately cancel the outstanding four per cent. loan of 1890, and to issue a new loan of 1895, of 100 million marks, at 4 per cent. interest.

This is expected to have a favorable effect politically, for the Government, it is represented, would not be likely to undertake such an operation unless it was confident of the support of the Reichstag. The four per cent. loan stands at present at \$900,000,000, of which sum Prussia stands for \$900,000,000.

The *Kobe Chronicle* says:—Mr. Hasegawa, who recently went to Shanghai for the Kanagawa Spinning Company of Tokyo to inspect the spinning industries there, has returned to the capital, and upon his report the Company has decided to establish a factory in Shanghai at the same time increasing the capital of the Company. As the Company intends to twice over to Shanghai some 20,000 spindles which they have lying unemployed at Tokyo, it is expected that the new factory will be ready for work earlier than the concerns of Messrs. Jardine, Matheson & Co. and the American Trading Company.

The *China Gazette* says:—The Chinese telegraph line to Manchuria and beyond having been rendered useless by the occupation of Newchwang and the surrounding country by the Japanese, the Chinese Government is endeavoring to establish a new line from Peking to Tientsin, and thence to get his permission to construct a loop line from Kinohow (North-west of Newchwang) to Tientsin, and thence to the Russian frontier, running to the north of the Russian frontier. We believe the Russian Minister has allowed the connection to be made, upon the stipulation that the connection is made within three weeks.

The *Japan Mail* says:—Kaiser has repeated the telegram published some days ago by the *Japan Mail*, that the German Emperor had decided to join France and Russia in demanding the speedy evacuation of the Liaotung peninsula by Japan. There is, we believe, the smallest foundation for such a report. Indeed, the Emperor's attitude towards the Japanese, as it indicates that some divergence of opinion had occurred between the three Powers, or at any rate, that some new departure had been made by them, and that the Emperor was not at all in favor of the Japanese, but rather the third after hostilities, whereas the three have worked harmoniously together. We may go further and say that, according to our information, no friction has been developed in connection with the Chinese question, and the course contemplated by Japan being endorsed as reasonable by the three Powers.

The *Singapore* (Singapore) publishes an article on the situation of things with a good ground in connection with the Japanese ultimatum. It says that it was most unfortunate that the Emperor's advisers did not counsel his Majesty to give way from the first to Sir N. O. Cotton's ultimatum, and that the Japanese ultimatum of Lin Ping-shang, knowing as they were bound eventually to accept whatever the British Minister at Peking demanded, they might as well have been so from the beginning. The Emperor's advisers, however, refused to do so, and the result was the present state of affairs. The Emperor's advisers, however, refused to do so, and the result was the present state of affairs.

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A "balled" vessel will be given at the Hongkong and Shanghai Race Meeting, which will be held on the 28th inst.

Mr. H. E. Holson, Commissioner of Customs, has been ordered to "Yank" four open watermen, who were fined for carrying passengers on horse-drawn carriages.

The English community generally and the sporting press in general will be glad to learn that a popular D.A.A.G. B. Captain A. H. Thomas, has attained his majority.

A cup has been presented by the Tientsin Racing Club to the Tientsin Club, which will be held on the 28th inst. for the purpose of raising funds for the Tientsin Club.

The report of the Oriental Hotel, Limited (Kobe), for the year ended 31st August last gives the total earnings as \$1,130,400, and the net profit as \$2,500,000. It is proposed to divide the profit of \$2,500,000 into three parts, one part for the year, and to distribute a surplus sum of \$2,500,000 in equal parts to the ordinary shareholders.

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A "balled" vessel will be given at the Hongkong and Shanghai Race Meeting, which will be held on the 28th inst.

Mr. H. E. Holson, Commissioner of Customs, has been ordered to "Yank" four open watermen, who were fined for carrying passengers on horse-drawn carriages.

The English community generally and the sporting press in general will be glad to learn that a popular D.A.A.G. B. Captain A. H. Thomas, has attained his majority.

A cup has been presented by the Tientsin Racing Club to the Tientsin Club, which will be held on the 28th inst. for the purpose of raising funds for the Tientsin Club.

The report of the Oriental Hotel, Limited (Kobe), for the year ended 31st August last gives the total earnings as \$1,130,400, and the net profit as \$2,500,000. It is proposed to divide the profit of \$2,500,000 into three parts, one part for the year, and to distribute a surplus sum of \$2,500,000 in equal parts to the ordinary shareholders.

The *Japan Mail* of the 26th September says:—The *Delia* had been now about 20 feet off the shore, and if wind should continue to blow, the ship would be lost in about five days.

With reference to the sale of Craig Rye mentioned in a recent issue, we are informed that the property has recently changed hands, but that the purchasers are not the War Department nor any one connected with Her Majesty's forces.

A Russian named Charles Little boarded the *Coptic* at San Francisco as a stowaway, and succeeded in coming through to Hongkong. He was given into custody and at the Police Court yesterday he was ordered to be stowed away in the goal for a fortnight.

The British North Borneo Herald says:—A sample of Diamantina was picked last month at Long Diaw after being subject to two or three days' rain when ripe; the sample was sent to Hongkong and is reported as being of fine quality, long staple, very clean, free from seeds, and of good colour. It is valued at

FILE NUMBER: 100-334211

HONGKONG.
STAMKERS.
British steamer, 855, Strith,
Mary
British str., 1297, Watson
and Co
German str., 771, Hemmet
or Co
Apok, Brit. str., 1392, Har
Sassoon, Sons & Co
British str., 1467, Sarch
Livingston & Co
British str., 2744, Lindsa
O. S. Co
it, German str., 552, Hail
or Co
British str., 1884, War
Matheson & Co.

China, British str., 3,003,
C. P. & C. Co.
British str., 1,425, B. L. E.
M. Steamboat Co. for Can-
adian steamer, 397, Stran-
Mary
German steamer, 1,400, To-
sten & Co
British steamer, 1,189, Rod-
Lauripack & Co
British steamer, 2,325, Or-
ell, Cardill & Co
British str., 2,235, Dick, B-
for Canton
German steamer, 2,200,
Ang. 31, Melchers &
British str., 1,054, W-
M. Steamboat Co. for
British str., 1,344, G. B. Le-
M. Steamboat Co. for Can-
French str., 1,200, Batia-
Mary
German steamer, 794, Pipe-
Bau
Japan str., 1,838, Muran-
D. Kato
British str., 800, Chai-
-

Fat Hong
 British str., 2361, Williams
 & Co. Carill & Co.
 2361, Williams
 2361, Williams
 Fat Hong
 British str., 825, Branch
 & Swire
 British steamers, 995, Fair-
 & Co.
 British str., 710, Branch
 & Co.
 British str., 1585
 10, Order
 British str., 863, Hodg-
 & Co.
 British str., 1311, Hawk-
 & Co.
 Norw. str., 764, Reelohm
 & Co.
 British steamer, 234, Chino-
 & Co.
 P. K. Koo, Brit str., 1012, Pitt
 & Co.
 Fat Hong
 British str., 1842, S. W. G.
 & Co.
 M. E. Steamboat Co., for Can-
 & Co.
 British str., 2,046, Stuen-
 & Co.
 British str., 2,030, Wright
 & Co.
 O. S. N. C. Co.
 British str., 763, Albany
 & Co.

Gorman str., 828, Duhr
to Co.
British str., 769, Gallenou
anton
British str., 1,495, Nelson
field & Swire
British str., 1106, Weddell
na, Matheson & Co
British steamer, 675, Gorman
am & Co

RAILING VESSELS.
Spies, Amr. bark, 1,171, F
rder
British bark, 1,522, M
13, Wikor & Co
British ship, 1,764
21, Reuter, Brokelmann &
British ship, 2,574, Shlun
ndard Oil Co
Norw. bark, 541, Tengeler

WOODS.
anson, Amr. bark, 1,353, C
bino
Italian bark, 993, Canpa

Standard Oil Co.
 Sing. Chinese 3 m. sch., 38
 Aug. 21 Chinese
 Scholard, Amer. bark, 1,503
 22 Siemens & Co
 Amer. bark, 1,483, Banfield
 with Co
 Jew, Amer. ship, 1,850, T
 Schouler, British bark, 573,
 4, Chinese
AMOY.
 in Port on 3rd Octob., 1895
 Nerv. str., 455, Thinn, Sep
 ders, Co
 ellson, Ger. bz., 280, Roysen
 Peterson & Co
 British str., 177, Mahon,
 mppo & Co
 on steamer, 1,109, Bendixen
 ag & Co
FOOCHOW.
 Port on 23rd September, 1895

NAGASAKI.
 Port on 2nd October, 1895.
 u, Japanese str., Sept. 13.
 German str., 1,737, David
 mme, Ringer & Co.
 u, barge, 400, Nippon Yusen
KOBE.
 Port on 1st October, 1895.
 man str., 656, W. Wendt,
 u, barge, 1,749, Bendixen,
 Evans & Co.
 British str., 2,044, Sleeman,
 Co.
 u, British bark, 2,613, Robert
 and Oil Co.
 u, Corson str., 493, S
 Yusen Kaisha
 British str., 1,462, Anderson,

n. Gor. str. 1597, Mathieson,
 and Evers & Co
 n. Brit. str. 1871, Evans,
 Samuel & Co
 n. British str. 1,045, Street,
 Co
 n. German str. 558, Bahl, f
 ul & Co
 n. British str. 1,411, Peck,
 & Co
 n. British bark, 2,211, Crowe,
 d Oil & Co
 n. steamer, 1897, Andrews, f
 Co
 n. str. 1,114, Tollefsen, f
 Voigt
 n. British str. 1,709, Forsyth, f
 Carvill & Co
 n. British str. 583, Cormac,
 Carvill & Co
 n. str. Amr. ship, 1,908, Brown,
 d & Co
YOKOHAMA.
 rt on 28th September, 1895

12th str., 2,344, Golding, S
 Carill & Co
 mnr. sch., 40, Larsen, Se
 10th str., 1638, Thomsen, S
 10th str., steamr., 3,500, Baker, S
 & Co
 mnr. sch., 74, Peterson, Cap
 British sch., 97, Harrison, A
 Matheson & Co
 British str., 1,570, Prentice, S
 Matheson & Co
 4, Amr. sch., 97, Hansen, S
 mnr. sch., 30, Hansen, Sept
 French str., 2,123, Schmidt, S
 Brit. str., 1723, Grey, S
 Carill & Co
 mnr. sch., 46, Blanchfield, J
 Samuel & Co
 British steam-schooner, 132,

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